

City of Santa Barbara Waterfront Department  
132-A Harbor Way, Santa Barbara, CA 93109

### Attention Boaters: Free Oil-Absorbent Bilge Pads

Help prevent bilge-oil leaks, discharges and spills in the harbor. Stop by the Harbormaster's Office and pick up your free oil-absorbent bilge pads funded by a grant from CalRecycle.

Got Used Oil? Find a certified Used Oil Recycling Center\* nearest you. A list of Recycling Center locations are also available at the Harbormaster's Office.

\* For a complete list of certified used oil collection center, hours of operation , and types of materials collected, visit <http://www.calrecycle.ca.gov/usedoil/certcenters/>

This publication of *DockLines* is funded by a Grant from the Department of Resources Recycling and Recovery (CalRecycle).

To: 

### Parking Permits—Still a Bargain

Annual Waterfront permits went on sale December 1st. General permits cost \$95 and slipholder permits (one per slip) cost \$70. Permits are valid from the date of purchase through December 31, 2012. The Waterfront Department encourages residents and slipholders to purchase the 2012 permits early for a full year of economical parking. General permits are available at the Harbormaster's Office and all parking kiosks except Stearns Wharf. Slipholder permits may only be purchased at the Harbormaster's Office. For more information, call 897-1965.

### Kiosks Accepting Credit Cards

No Cash, No Coins, No Worries...All Waterfront parking kiosks now accept credit cards. Customers may use Visa, MasterCard or Discover cards to pay for parking fees and/or purchase annual parking permits. With recent implementation of the credit-card system, we have seen shorter lines and faster, improved customer service.

### Petroleum Spill *(continued)*

The Coast Guard then takes charge of the response and cleanup, utilizing agreements in place with environmental cleanup firms. Even a modest diesel spill can be thin enough to cover much of the harbor. Making matters worse is the fact that absorbent pads have limited effectiveness if the diesel is not congealed

(viscous) enough to adhere to the oleophilic (oil-friendly) material. The good news, as odd as it seems, is that diesel spills are indeed thin enough so that they evaporate relatively quickly, especially on sunny days. Sunny days with a bit of wind are even better, because in combination they tend to evaporate the product and disperse it evenly through the atmosphere, limiting residual odors in the process. Relying on sun and wind to help clean up a spill, however, is no excuse for the negligence that caused it in the first place. It's simply a reality that cleanup agencies calculate into their response strategy.

On the enforcement front, discharging any contaminants into the Harbor is a violation of the Municipal Code. In addition, the Coast Guard and the California Department of Fish and Game often issue citations for code violations within their authority when oil is discharged into the ocean.

Waterfront staff, through implementation of its Clean Marina Program, has long endeavored to educate boaters and provide facilities that help reduce the potential for oil spills in the harbor. Waste-oil disposal stations at Marina 2, Marina 4 and the City Pier, along with a bilge-oil pump-out on the fuel dock, are examples. Still, accidents happen. And we will continue to work on our first-response protocols to ensure that harm to people, property and the environment are kept to the lowest levels possible.

### 2012 Event Schedule

|            |                           |
|------------|---------------------------|
| May 5      | Harbor Clean Sweep        |
| May 12     | Harbor Swap Meet          |
| May 12     | Hazmat Turn-In Day        |
| July 4     | Independence Day          |
| October 13 | Harbor & Seafood Festival |
| December 9 | Parade of Lights          |

### 2012 Harbor Commission Meeting Schedule

|             |              |
|-------------|--------------|
| January 19  | July 19      |
| February 16 | August 16    |
| March 15    | September 20 |
| April 19    | October 18   |
| May 17      | November 15  |
| June 21     | December 20  |

Harbor Commission meets the third Thursday of each month at 6:30 p.m. in City Council Chambers

Editor: Mick Kronman  
Art Director: Brian Slagle



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## DockLines

### City of Santa Barbara Waterfront Department

#### Office Hours

Monday through Friday  
8:00 a.m. to noon  
1:00 p.m. to 5:00 p.m.

Business Office: 564-5531  
Harbor Patrol: 564-5530  
Maintenance: 564-5522  
Parking Services: 564-5523  
Office Fax: 560-7580

(805) local area code



### Launch Ramp Improvements for the Green Boater

*Karl Treiberg, Facilities Manager*

Every year, more and more people enjoy the harbor and Santa Barbara Channel in small boats without engines. Kayaks, Stand-Up Paddle Boards (SUPs), sailing dinghies and outrigger canoes ply the waters in silence, leaving nothing but a small wake. Thanks to a \$450,000 State Boating Trails Grant, the easterly section of the launch ramp is undergoing construction to specifically accommodate these "green boaters."

The center of the launch ramp, including its two docks, was reconstructed in 2000 and is primarily used by power boats on trailers. The easterly and westerly sections were built in the 1960s and have deteriorated to the extent that they are unsafe for launching any type of boat. Bollards were installed several years ago to discourage boaters from using these sections of the launch ramp. Despite the state's budget problems, the Waterfront Department received two grants from the

### Mexican Pangas Frequent Area Beaches

*Mick Kronman, Harbor Operations Manager*

In recent months, several Mexican pangas (24'-45', open, outboard-powered fishing boats) have shown up along Southern California beaches, including three near Refugio, several near the Ventura/Santa Barbara County line and one found abandoned and drifting a quarter-mile off Montecito on February 1st. Harbor Patrol patched a hole in that boat, brought it into Santa Barbara Harbor and turned it over to U.S. Immigration and Customs Enforcement (ICE), which transported the vessel by trailer to a storage yard in San Juan Capistrano.

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U.S. Immigrations Customs and Enforcement (ICE): 1-866-347-2423

## Mexican Pangas (continued)

Photo: Santa Barbara Harbor Patrol

During the February 1st incident, several life jackets were found on the beach near where the 28-foot vessel was drifting, suggesting as many as 20 people may have inhabited that craft. Then, on February 13th, the oil field crew boat *Alan T.* found a floating, 100-pound bale of marijuana in the channel, but no panga in sight. This was just the latest in a growing trend. Last July, 15 Mexican nationals were stranded on Santa Cruz Island, presumably left there by panga smugglers.

What's clear is that pangas are being used to smuggle drugs and human cargo from Mexico to California, with drop-off points ranging from San Diego County to San Francisco. The high-speed craft are difficult to detect because they typically travel at night, present a low radar profile and land on relatively uninhabited beaches. If you encounter or spot a panga at sea, keep a safe distance from the boat and call the U.S. Coast Guard on VHF Channel 16. If you spot a panga on the beach, call ICE officials at 1-866-347-2423 or dial 9-1-1. Under no circumstance should you approach or try to take possession of the abandoned craft. They are the tools of a criminal enterprise and should be handled only by appropriate authorities.

## Clean Marina Corner

Mick Kronman, Harbor Operations Manager

### Fish Die-Off Response Plan in the Works

On occasion, you've probably noticed small bait fish swimming on their sides or, worse yet, dead on the surface or the seafloor of the harbor. Due to oxygen-robbing algal blooms in the Santa Barbara Channel, the harbor has experienced a few of these minor to moderate "die off" events when schools of fish—primarily small bait fish—swim into the harbor and die. Dissolved-oxygen tests confirm the cause of these die-offs, which usually last a day or two before the water "turns over" (oxygenates) with tidal flushing.

Last March, a significant die-off event occurred in King Harbor (Redondo Beach), during which 175 tons of dead sardines piled 2'-3' deep clogged fairways and finger docks. Removing them required a week-long effort by City staff and over 700 volunteers. In December, the Waterfront Director and I met with the City of Redondo's Fire Chief/Harbor-master to learn from their experience and begin the process of drafting a Fish Die-Off Response Plan for Santa Barbara Harbor. The idea is that the better prepared we are now, the better we can address this kind of emergency in the future.



Photo: King Harbor, Redondo Beach Fish Die-off, March 2011.



Photo credit: Damian Gadal

## BREAKWATER FLAG PROJECT

Pat Henry, Property Management Specialist

The Breakwater Flag project was originated in 1978 by Paul Mills, director of the Santa Barbara Museum of Art. Mr. Mills worked hard to find sponsors, raise funds and maintain the 26 flag poles along the breakwater that represent primarily non-profits and charitable organizations. Over time, however, the elements took their toll on the flags and the flagpoles. In 2004, Mr. Mills passed away and the flags were removed due to their poor condition. Someone needed to step up and resurrect the flags. In 2006, Yacht Club Commodore Bud Toye and his wife Sigrid were determined to see the flags flying again and contacted the Waterfront Department to explore ideas. The Waterfront agreed to maintain the flagpoles and rigging and the Yacht Club was willing to have its staff raise and lower the flags and locate sponsors. With \$3,000 from the Waterfront to cover the cost of the first set of flags, Sigrid Toye and her team took the ball and ran with it. Paul Mill's legacy is remembered today in a flag created by the SBYC. Enjoy all the flags as you head out on your boat or walk along the breakwater.

## Office Space for Lease with Ocean Views

The Department is currently advertising office space for lease at 132-B Harbor Way, on the second floor above West Marine. The leasable area is approximately 734 square feet and consists of five offices, each approximately 100 square feet. The offices are located on the west side of the building, providing spectacular ocean views.

The Department has issued a Request for Proposals (RFP) with a deadline of April 2, 2012. In selecting a new tenant for the space, priority will be given to ocean-related users per Municipal Code Section 28.70.030 and the Harbor Master Plan. A food facility will not be considered. If you are interested and would like to see the space or you have questions, please contact Patrick Henry, Property Management Specialist, at (805) 897-1961.

## HARBOR PATROL'S ROLE IN A PETROLEUM PRODUCT SPILL

Captain Steve McCullough, Harbor Patrol Supervisor

Harbor Patrol is a first-response public-safety agency whose capacity for fighting fires or containing oil spills is somewhat limited. That said, Patrol will respond, assess and determine if additional resources are needed and which additional agencies need to be notified. Some notifications are mandated by law.

When a fire breaks out at the harbor, we will be first on scene with our fireboats, but the City Fire Department is the primary agency assuming command of the incident. Likewise, we can, in some cases, place a containment boom around and absorbent pads on a small spill of crude oil or diesel fuel that is thick enough to congeal or form globules. For example, if crude oil is spilled at the launch ramp (or, say, if a boat sinks in its slip, emitting oil), there is a good chance we can respond quickly enough to stretch a containment boom across or around the contaminated area and prevent the problem from spreading.

Harbor Patrol also responds to small, containable diesel-fuel or petroleum product leaks and spills with the same equipment. In case of a gasoline spill, Harbor Patrol's primary role is public safety, since the spilled product is volatile. While assessing the spill and its threat, we attempt to locate and secure the source, as well as evacuate an area to protect people and property against the threat of fire or explosion. If the gasoline is contained in a boat, we ventilate the bilges and cabin and spread a blanket of foam over the gasoline, reducing volatile fumes. We then tow the boat to the Launch Ramp where the Fire Department removes fuel from the bilges (the boat owner is responsible for the cost of removing and disposing of the fuel).

In cases involving a petroleum discharge, Harbor Patrol immediately notifies the National Response Center (Coast Guard) and California Emergency Management Agency (Cal EMA).

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## Marina/Vessel Fire Safety

With winter upon us, boat owners should give additional consideration to fire safety. Cold nights mean space heaters, wood-burning stoves, cooking stoves and other means of warming vessels. Be sure to use all heating equipment in the manner it was designed. Keep it away from combustible materials. Many fires are caused by using heaters to dry clothes or other materials. Don't place heaters on books, newspapers, carpeting, or bedding. Remember, also, that space heaters should be designed to shut off automatically if they are knocked over.

Heaters also create a large electrical draw. So, be sure to check all electrical connections. A loose connection exposes plugs, outlets and wires to the environment. This can lead to corrosion, resistance heating and fire, as well as shock hazards. Avoid using extension cords aboard your vessel. Instead, use high quality UL-listed plug strips with a circuit breaker and an on/off switch. Double-check your electrical system and be sure to use Over-Current and Ground Fault Interruption-protected circuits and equipment. A 30-amp/120-volt circuit requires a 10-gauge or larger shore power cord. A 50-amp/208-volt circuit requires a 6-gauge or larger shore power cord. Cords must be marine type, twist locking with no pigtailed or extension cords. These National Electrical Code standards were developed for your safety and protection.

Consider also the possibility of carbon monoxide accumulation from any device using



an open flame or an internal combustion engine for heating. Assure adequate ventilation and consult the manufacturer's recommendations before using the device. Smoke detectors and carbon monoxide detectors should be installed in vessels used for sleeping. Propane detectors are also available for vessels using this type of gas for cooking or heating. Change batteries in these detectors regularly.

Hazardous materials stored on vessels, docks and in dock boxes are also potential sources of fire. Gasoline, chemicals, resins, catalysts, thinners and other petroleum products can create dangerous mixtures and become a source of heat and fire, as well as an environmental threat. These products are hazardous materials that must be disposed of at the Community Hazardous Waste Collection Center (882-3602) on the UCSB Campus. Also, be aware of the potential for spontaneous combustion when using natural oils for refinishing wooden boat parts. Rags used for applying or cleaning these natural oils should be soaked in water before disposal.

With these safety tips in mind, we wish you safe boating and warm days and nights aboard your vessel.



## New Harbor Patrol Officer Karl Halamicek

Karl Halamicek began service as Harbor Patrol Officer on February 25th. He replaces Wendy Cummings, who recently retired following careers with the City of Santa Barbara (Harbor Patrol), the City of Avalon (Harbor Patrol) and the City of Los Angeles (Firefighter) to pursue her passion for paddling outriggers and sailing the 30-foot Pacific Sea Craft she calls home.

Many of you already know Karl as the Department's Harbor Operation Assistant who

provided a range of services from the front counter. He also served as a Reserve Officer with Morro Bay Harbor Patrol before joining our team. Karl's resume includes a Bachelor's degree in Studio Art and Business from the University of Baker (Kansas), Emergency Medical Technician certification and a U.S. Coast Guard "six-pack" passenger-carrying license with a commercial towing endorsement. To date, he has completed 184 hours of Department of Boating and Waterways training in Boating Safety and Enforcement, Marine Firefighting, Boat Handling, Rescue Boat Operations and Boating Under the Influence Enforcement.

Outside of work, Karl enjoys bicycling, exercising at the gym and paddling his Stand-Up Paddleboard with his wife and friends. Last year, they spent seven days paddling down the Colorado River from Hoover Dam to Davis Dam (Lake Mohave), camping at night and exploring during the day.

Karl's helpful, professional demeanor, combined with his familiarization with the harbor, ensures that the Waterfront community will continue to receive the highest level of service. Please join the Department in welcoming Karl to his new position.